

C. DOLD.  
Wagon Brake.

No. 93,524.

Patented Aug. 10, 1869.

FIG. 1

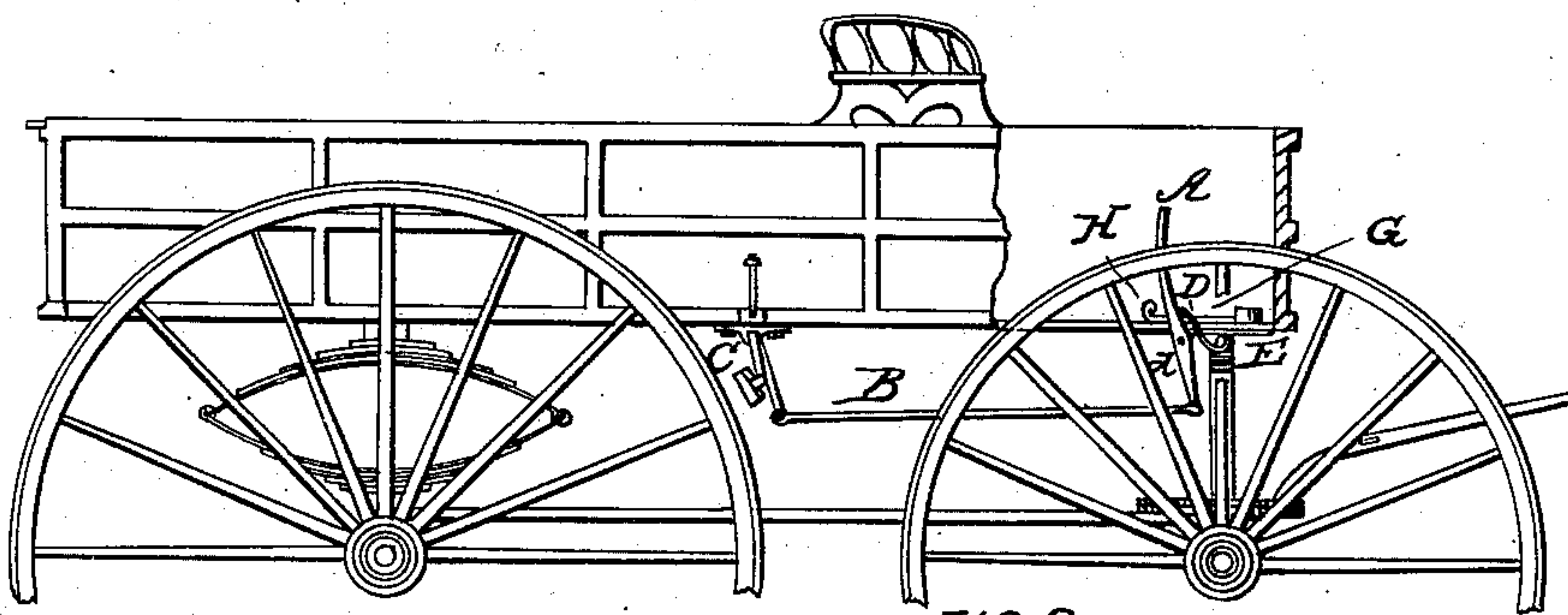


FIG. 2

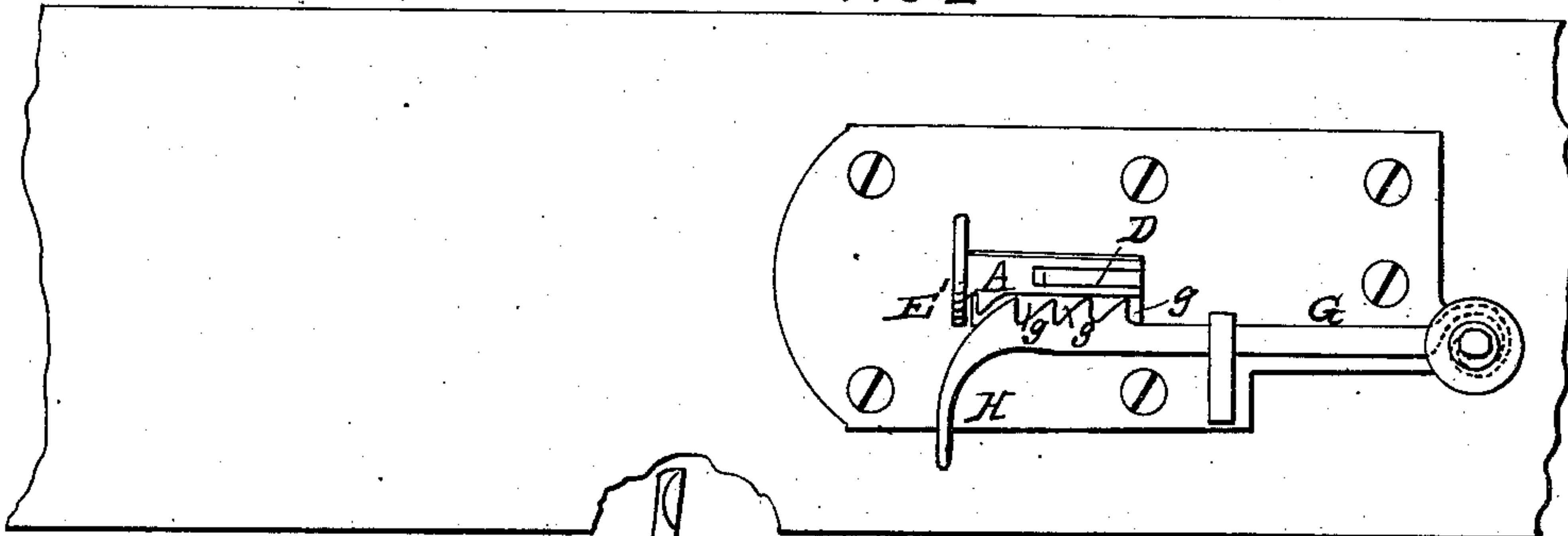
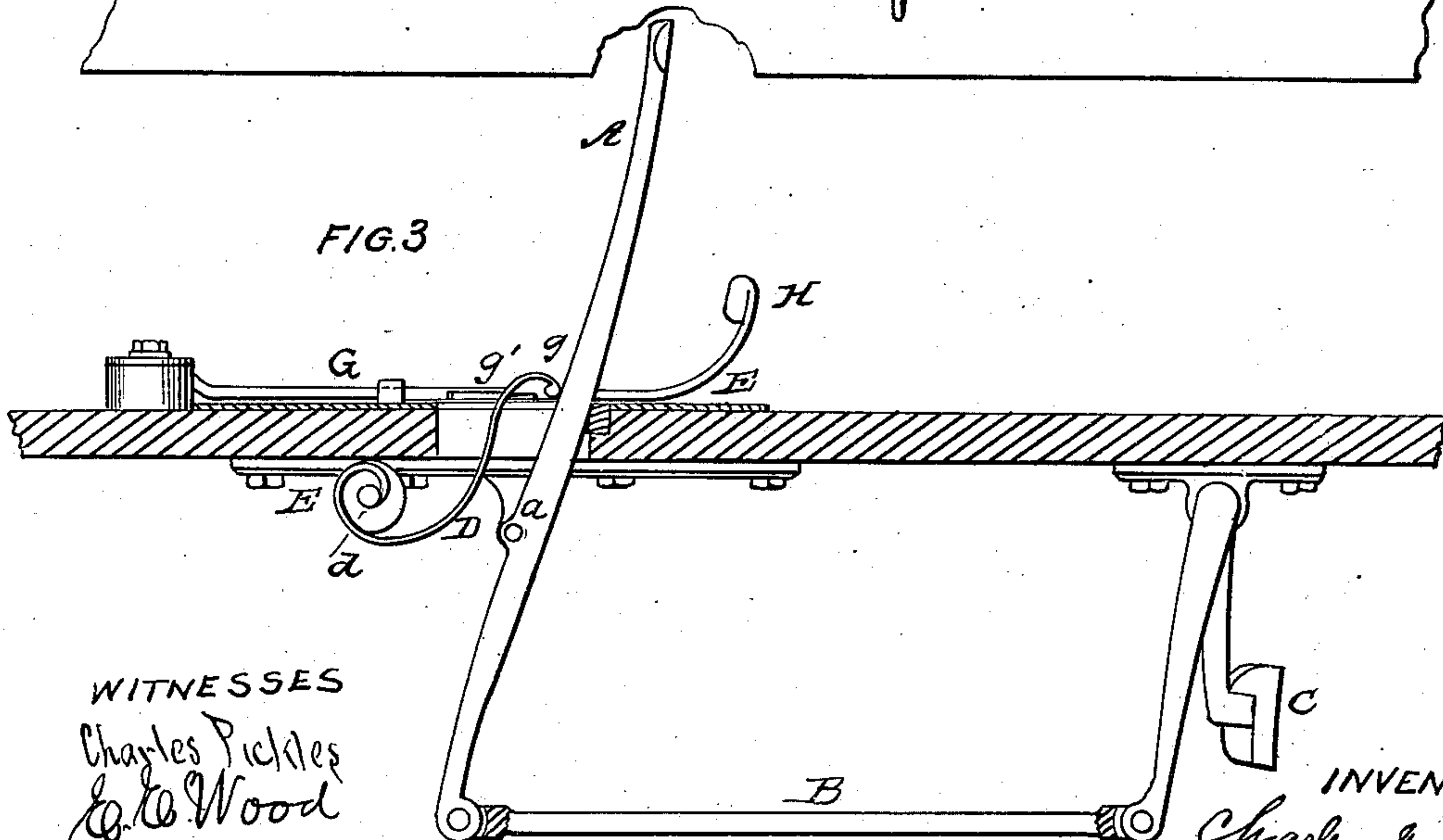


FIG. 3



WITNESSES  
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# United States Patent Office.

CHARLES DOLD, OF MASON, OHIO.

Letters Patent No. 93,524, dated August 10, 1869.

## IMPROVED WAGON-BRAKE.

The Schedule referred to in these Letters Patent and making part of the same

### *To all whom it may concern:*

Be it known that I, CHARLES DOLD, of Mason, Warren county, State of Ohio, have invented certain new and useful Improvements in Wagon-Brakes; and I do hereby declare the following to be a sufficiently full, clear, and exact description thereof to enable one skilled in the art to which my invention appertains to make and use it, reference being had to the accompanying drawings, making part of this specification.

My invention consists—

First, in certain devices for preventing the shaking or noisy rattling of the brake-mechanism while the vehicle is in motion.

Second, in devices to be operated upon for connection or disconnection by the foot of the driver, by which the pressure of the brake is retained or released at will.

In the accompanying drawings, which illustrate my invention—

Figure 1 is a longitudinal section, exhibiting my devices applied to an ordinary wagon.

Figure 2 is an enlarged section of the devices detached.

Figure 3 is a plan of the same.

The foot-lever A, upon which the foot of the driver presses to apply the brake, is fulcrumed at *a*, and attached to a connecting-rod, B, and other suitable mechanism to connect with the brake C.

D is a volute spring, whose inner end is firmly secured to the frame E, at *d*, and outer end rests forcibly against the lever A.

This spring serves to prevent the lever and brake connections from rattling when the vehicle is in motion, by pressing the lever tightly against the frame E.

The frame E, at the point where the lever A rests, may be faced with rubber.

The lever A is provided with a projection, *a*, which, when the brake is brought into operation by the pressure of the foot of the driver upon said lever, is designed to fit into any one of the notches *g*, in the swinging and spring-pawl G. The pawl G is shaped into a volute spring at the end *g'*, and securely fastened. The spring of this pawl serves to throw the notches *g* into connection with the projection *a*, for the purpose of holding the brake under any desired degree of pressure.

The pawl may at any time be relieved from this connection, and the brake be thereby relieved by the pressure of the foot of the driver upon the upturned end H of the pawl G.

I claim herein as new, and of my invention—

In a wagon-brake constructed as described, the spring D, lever A *a*, and spring-pawl G *g' g* H, constructed, arranged, and combined substantially in the manner and for the purpose set forth.

In testimony of which invention, I hereunto set my hand.

CHARLES DOLD.

Witnesses:

CHARLES BAUER,  
HENRY MILLWARD.